A Napier-engined Bomber

AN improved version of the Handley Page Hampden medium bomber is in production at the new Short and Harland works in Belfast. So far unnamed, the new machine will differ from the prototype Hampden in that it will mount a pair of the new Napier E.108 engines. The E.108 is a development of the current Dagger series and was shown in public for the first time at the S.B.A.C. Display this year. Of 16.8 litres capacity, it has provision for a D.H. constant-speed airscrew and has front and rear ends of entirely new design. To cope with the increased power output the fin area has been greatly increased.

The machine itself is likely to be generally similar to the Hampden L.7271, which demonstrated at the S.B.A.C. Display.

And a Reconnaissance Floatplane

THE Fairey Seafox light reconnaissance seaplane is another standard Service type fitted with a Napier air-cooled engine of "H" formation. A two-seater with metal-covered fuselage and fabric-covered folding wings, the Seafox is a lightly loaded biplane with very comprehensive slinging gear, sprung floats and provision for catapult launching. Powered with the moderately supercharged Napier Rapier VI (395 h.p. max. at 5,800 ft.) the top speed is 123.5 m.p.h. and the all-up weight 5,424 lb.

School of Naval Co-operation

THE School of Naval Co-operation will move on January 1, 1938, from Lee-on-the-Solent to the new station at Ford, near Arundel. This station will open on December 1 and will be placed in No. 17 (Training) Group of the Coastal Command.

The School of Naval Co-operation trains only naval observers, who are officers and ratings of the Royal Navy, and the former do not hold commissions in the R.A.F. as naval pilots do. The question of which R.A.F. stations are to be made over to the Admiralty for use of the Fleet Air Arm is now under discussion.

Warrant Officers Commissioned

THE undermentioned warrant officers have been granted permanent commissions in the equipment branch:—

A. W. Bridger, L. A. McIntosh, A. H. Gee, H. J. Bartlett, M. J. Sullivan, R. C. Kitchin, E. J. Adams, L. G. Wheeler, T. C. Wharfe, J. E. Linford, W. H. Crowe, H. C. Manuel, G. W. Salt, W. P. Williams, A.F.M., L. S. Rutley, A. V. Ebert, G. F. Dell, D. L. Eden, A. H. Brown, D. D. M. Davies, H. Corfield, M.M., C. J. Hutton, F. E. Bastin, H. Gedd, C. Stonebridge, E. G. Edmonds, F. J. Gracey, I. E. Phillips, F. P. Gee, H. B. B. Burns, R. A. Harvey, J. K. Osborne, E. R. Hoare, A. E. White, R. D. Robinson, D.C.M., McD. B. Manson, D. Holbrook.

Royal Air Force Gazette and Intelligence

London Gazette, October 26, 1937

Sqn. Ldr. S. D. Macdonald, D.F.C., is granted the acting rank of Wing Commander (unpaid) (October 20); F/O. A. R. Fane de Salis is granted the acting rank of Flight Lieutenant (October 1); Flt. Lt. D. W. Reid is seconded for duty with the British Military Mission, Egypt (October 8); Sqn. Ldr. P. D. Cracroft, A.F.C., is placed on the half-pay list, scale B, from January 5 to 9, and from March 26 to March 31 inclusive; Sqn. Ldr. I. Cullen, M.B.E., A.F.C., is placed on the retired list (October 15).

Royal Air Force Reserve

Reserve of Air Force Officers

General Duties Branch

The seniority of the following Flight Lieutenants is antedated to April 1, 1936:—L. E. Vine, W. F. Murray.

Royal Air Force Volunteer Reserve

Medical Branch

J. M. Bickerton, M.R.C.S., L.R.C.P., B.Ch., F.R.C.S.(E), is granted a commission as Squadron Leader with effect from October 26.

Auxiliary Air Force

General Duties Branch

No. 602 (CITY OF GLASGOW) (BOMBER) SQUADRON.—Flt. Lt. A. D. Farquhar is promoted to the rank of Squadron Leader and appointed to the command of the squadron (October 26).

Equipment Branch

Flt. Lt. W. B. Frederick (R.A.F., Retired) is granted a commission in that rank (August 30).

Medical Branch

No. 605 (COUNTY OF WARWICK) (BOMBER) SQUADRON.—Flt. Lt. J. S. Jerome, M.C., M.A., B.M., B.Ch., is promoted to the rank of Squadron Leader (July 4); Sqn. Ldr. J. S. Jerome, M.C., M.A., B.M., B.Ch., relinquishes his commission on completion of service and is permitted to retain his rank (July 5). (Substituted for notification in *Gazette* of August 24.)

General List

Sqn. Ldr. D. F. McIntyre, A.F.C., is appointed to the General List in the rank of Squadron Leader on relinquishing command of No. 602 (City of Glasgow) (Bomber) Squadron (October 26).

Appointments

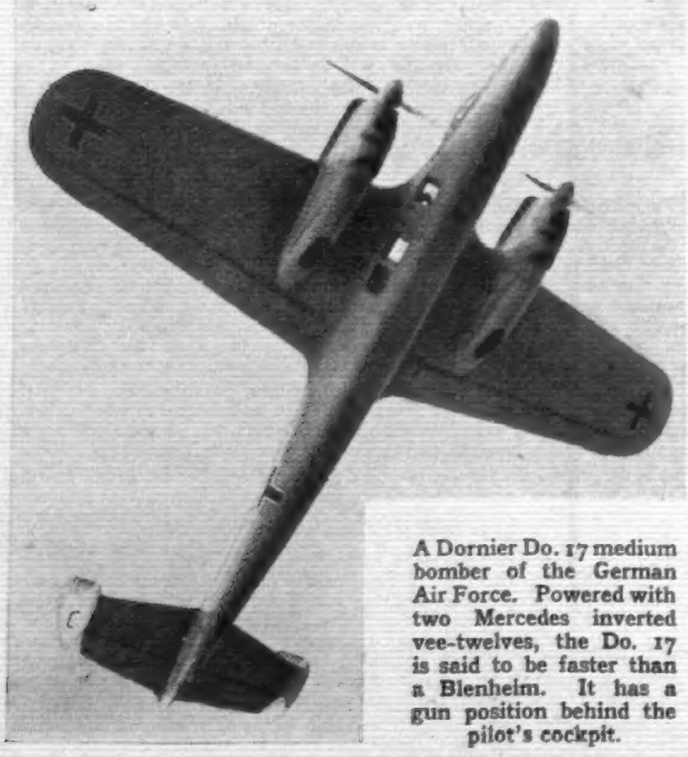
General Duties Branch

Wing Commanders.—O. R. Gayford, D.F.C., A.F.C., to Headquarters, No. 2 (Bomber) Group, Andover, for Air Staff duties, 11.10.37. L. G. Harvey, to Directorate of Repair and Maintenance, Air Ministry, 4.10.37.

Squadron Leaders.—J. D. Breakey, D.F.C., to Directorate of Intelligence, Air Ministry, 4.10.37. H. E. Forrow, O.B.E., to No. 18 (Bomber) Squadron, Upper Heyford; to command, 11.10.37. R. Menzies, to Headquarters, No. 3 (Bomber) Group, Mildenhall; for Signals duties, 11.10.37. E. G. C. Stokes, to No. 2 Balloon Training Unit, Rolleston Camp; to command, 11.10.37.

Flight Lieutenants.—J. R. A. Peel, to No. 601 (County of London) (Fighter) Squadron, Hendon, 4.10.37. H. E. Dicken, to Home Aircraft Depot, Henlow, 11.10.37. A. G. Adams, to No. 4 Flying Training School, Abu Sueir, Egypt, 1.10.37. W. N. Ash, to No. 139 (Bomber) Squadron, Wyton, 11.10.37. H. M. T. Neugebauer, to No. 204 (General Reconnaissance) Squadron, Mount Batten, 8.10.37.

Owing to the greatly increased length of these lists as a result of R.A.F. expansion, ranks are confined to those of Flight Lieutenant and above.



A Dornier Do. 17 medium bomber of the German Air Force. Powered with two Mercedes inverted vee-twelves, the Do. 17 is said to be faster than a Bienheim. It has a gun position behind the pilot's cockpit.

FOREIGN SERVICE NEWS

260 m.p.h. Soviet "G.P."

BOGDANOW, the Russian aircraft constructor, has produced a two-seater general purpose machine with an 840 h.p. M-34 engine. The all-up weight is 5,280 lb. and the top speed 260 m.p.h. Should the results of official trials come up to expectations the machine will be put into large-scale production.

Tests of the Bell Pusher

THE Bell Aircraft Corporation has completed preliminary contractors trials with the XFM-1 twin-engined, multi-seater fighter monoplane, and has turned the machine over to the U.S. Army Air Corps for official trials at Wright Field. This machine has pusher airscrews driven by Allison glycol-cooled engines of 1,000 h.p. each.

Netherlands Defence

THE Fokker concern figures largely in the proposed orders for new military aircraft by the Netherlands Air Force. It seems that the Defence Estimates (including the Air Estimates) will not be passed before January or February next year, but in order to save time the Government has placed provisional orders for rather more than a hundred machines. Probably these will include 34 fighters of the Fokker D.21 type for the protection of reconnaissance machines and bombers and for co-operation with the army; 34 improved G.1 two-seater twin-engined "destroyers" (the prototype, *Le Faucheur*, was introduced at the last Paris Show) intended primarily for the destruction of bombers; 26 heavy bombers of the T.5 series, half of which are already in production; and eighteen Dornier flying boats for the Netherlands Indian Air Force. These last are said to be of the very latest three-engined type and will be built under licence by the Aviolanda works.